

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,352 號式拾伍百壹千叁萬壹第 日卷初月十年六十二緒光 HONGKONG, MONDAY, DECEMBER 24TH, 1900. 壹拜禮 號建十式月式十年百九千壹英港香 PRICE \$2 PER MONTH

DISINFECT

WITH

**WATSON'S
HYGIENOL.
(REGISTERED.)**

**A. S. WATSON & CO.
LIMITED.**

THE HONGKONG DISPENSARY.

[4182]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
Cutter, PALMER & CO.'S SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned.
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
SIEMSEN & CO.
Hongkong, 26th July, 1897. [43]

**CUTLER, PALMER
& CO.'S**
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [42]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.00 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night Cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 3 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899. [4250]

**VICTORIA
CYCLE
EMPORIUM.**

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.
43 & 44, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [2509a]

RUINART PERRE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPIERS
Ship only the Finest Quality
EXTRA DRY (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents
Hongkong, 17th May, 1895. [1521]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHewan, TOME & CO.
General Managers.
Hongkong, 2nd July, 1890. [3102]

NOTICE!

FOR THE CONVENIENCE OF CUSTOMERS OUR STORE WILL BE OPEN
AS USUAL ON MONDAY, THE 24TH INSTANT

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned.—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS **SIEMSEN & CO., HONGKONG.** [41a]

BITTERS.

ANGOSTURA (SIEGERTS).

BOKEKS.

PEACH.

AMER D.O.B. (LUXARDO).

DANVITA.

ORANGE.

C. O. Q. (COCKTAIL BITTERS).

POMERANZEN.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 18th December, 1900. [34a]

COTTAM & CO.

DRESS SHIRTS.

DRESS TIES.

DRESS SHOES.

DRESS GLOVES, &c., &c.

35a]

**SCHLITZ WORLD FAMED
BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG. [112a]

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG. [359a]

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SAFETY-PARAPILLA.

TONIC WATER.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

[33]

KELLY & WALSH, LTD.

CHRISTMAS NOVELTIES.

LEATHER and FANCY GOODS' SUIT-

ABLES & PRESENTATION.

WRITING CASES, BLOTTERS, PHOTO

ALBUMS, FRAMES and SCREENS,

LETTER CASES, CARD CASES,

PURSES, CIGAR CASES, CIGA-

RETTE CASES, POCKET DIARIES,

24, &c.

A LARGE VARIETY of LOEWE and

B. B. BRIAR PIPES.

CHILDREN'S GAMES.

NEW CHILDREN'S PICTURE BOOKS

and ANNUALS.

BOY'S and GIRL'S ANNUAL.

CHATTERBOX, CHUMS, LITTLE

FOLKS, &c., &c.

SANDOW'S OWN COMBINED DEVE-

LOPERS.

CHRISTMAS AND NEW YEAR

CARDS.

EUROPEAN HAND-PAINTED CARDS.

BLANK CARDS for PRIVATE

GREETINGS.

ART CALENDARS.

An Enormous Selection of

PICTURES, STUDIES and ENGRA-

VINGS,

by the Best Artists.

POETS and STANDARD AUTHORS

In HANDSOME LEATHER BINDINGS.

PRAYER BOOKS and DEVOTIONAL

BOOKS.

BIRTHDAY BOOKS.

The IMPERIAL ANGLO-CHINESE

DIARY.

31.25.

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

is one of the largest and best known of the

BRITISH LIFE OFFICES.

Funds exceed Nine Millions Sterling.

Annual Revenue over One Millions One

Hundred and Fifty thousand.

For full Particulars, rates, &c., apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 9th November, 1900. [1-1373]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.</

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ALL KINDS OF GOODS REQUIRED
FOR THE PRESENT FESTIVE SEASON
CAN BE PROCURED AT THE
HONGKONG DISPENSARY.

UNIQUE SELECTIONS OF
CONFECTIONERY.

WINES AND SPIRITS OF THE
FINEST DESCRIPTION.

CIGARS AND CIGARETTES OF THE
BEST BRANDS.

PIPES, POUCHES, TOBACCOES AND
SMOKERS' REQUIREMENTS
GENERALLY.

FANCY BOXES, CUT GLASS BOTTLES,
PERFUMES AND ARTICLES SUIT-
ABLE FOR PRESENTS.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED 1841.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to the Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
Anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.
Telegraphic Address PRESS—A.B.C. Code.
P.O. Box, 33. Telephone No. 12.

BIRTH.
At Greencroft, Kowloon, on Friday, the 21st December, the wife of JOHN THOMAS MARTIN WHEELER, of a son. [3245]

DEATH.
On the 28th November, at Surat, suddenly, of heart failure, BURJOANIE BUTTONIER KEEKA, formerly of Hongkong. [3246]

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, December 24th, 1900

It is not long since we referred to the general repression of British trade and energy which has been conspicuous in our relations with China during the last ten years. It was not so much the actual loss, though in some directions Great Britain had actually gone backward, as in the proportionate decay when compared with other countries; and the fact that it was in staples, which but a few years ago we held our own by a kind of prescription. That the fault was to be attributed to mistakes on the part of our Government, irrespective of party, we pointed out, as well as the very different manner in which other countries, more especially Germany and the United States, treated their nationals. On the one hand it was a policy of holding back; the merchant was an individual to be feared and restrained, and the duty of the Consul, and more especially that elaborate organisation of the Supreme Court, was in the first instance avowedly directed to the suppression of the obnoxious trader. On the other, the representative of his government was before every other consideration to remember that he was sent to China to foster German or American interests, and that his position as a repressor of crime was not to be looked upon as antagonistic to this object. The consequence of these different interpretations of their duty is that the British Consular Official sees everything at first as a judge views the business of his court. It does not, in fact, concern him in the slightest degree, except so far as it may, or until it comes before him judicially. All the preliminaries are things

with which he has nothing to do; they are matters for the plaintiff and defendant, of which he knows nothing and cares nothing till they come before him in his judicial capacity. That he has any executive capacity, beyond the mere carrying out of the decrees of his court, probably never enters his head, except when one or two instances of the effects on the careers of his fellows, following unpleasantly on some attempt at independent action, intrude themselves on his mind. On the other side nothing is so much dreaded by an American or German official as a complaint from a prominent national that any remissness in pushing the interests of his subjects had been exhibited. There are few British subjects in business in China who have not had cause to substantiate this very great distinction in the methods of the Governments concerned. It is always soothing to one's self-love to have companions in misery, and it is instructive to find no less an authority than Professor JOHN PERRY, F.R.S., the President of the Institution of Electrical Engineers, making in his address to the Society almost identical charges. It is unfortunately a fact that compared with the United States, or even so small a country as Switzerland, the position of England in the electrical world is hopelessly in the rear. That this is evident even to the engineers of England is shown in the disheartening fact that, when after many years knowledge of the practical failure of steam traction in the underground railways of London, it became a matter of actual necessity to exchange steam for electric motors, it is to American engineers, and American machine shops that the Directors have had to apply. Professor PERRY makes as much as he can out of the conservative instincts of British engineers, who will in their calculations make use of old and unpractical methods of ascertaining results; with the consequence that their neighbours, having adopted more ready and equally correct methods, are able to run out their requirements more closely, and introduce safe economies which throw the advantage on their side. That there is some truth in this no one who has been watching the course of mechanical development within the last few years will deny. But English engineers have never been deficient in the power of adopting the readiest means to an end, and there must be some reason why in this instance of electricity they should in these calculations have failed to keep abreast of their competitors. It was but a comparatively few years ago since the engineers of England were at the head of electric engineering, and most of the practical applications of the new force were led by British engineers or inventors; it is hardly to be expected that the nature of the men could have entirely changed within a fraction of a man's working age. Professor PERRY in his strictures on the engineer acknowledges this. Men who had commenced practical work, and who not many years ago were at the top of the tree; find themselves to-day left hopelessly in the rear. It is the hope of reward that sweetens labours, and when a man for his existence has to devote all his time to mere routine, and understands that the alternative is to starve, he finds but little leisure to go into theories, the results of which bring him neither honour nor profit. When the electric question some ten years ago began to assume importance, and British capitalists and British engineers were prepared to undertake large schemes for lighting and traction, it may be remembered that Mr. GLADSTONE's Government took the matter in hand with the object of repressing this new danger to the comfort of the citizen. The result was a bill brought into Parliament, not only throwing cold water on the whole, but imposing conditions so impracticable that for nearly eight years not a single scheme was introduced, and it was not till these conditions were altered and relaxed that any one practical scheme was undertaken. Meanwhile it is notorious that in other countries, whose Governments had more enlightened views as to their duties, electrical engineering was growing from being the nursing of the philosopher into the sturdy child of the practical manufacturer. It was only last session of Parliament that a scheme for running an electric railway from Manchester to Liverpool was thrown out by an obstructive Parliament; and the reason will serve to explain why our merchants and our engineers are losing the leading position which a few years ago they occupied. The Engineers of the scheme announced their intention of making the trains traverse the line at the rate of 210 miles an hour. GEORGE STEVENSON's cow got in the way but it was not the "coo" but the train that got the worst of the collision; a wise House decided that to travel two hundred miles an hour was dangerous. Possibly Parliament forgot that it was itself being carried round the sun at a speed many times greater, and that the question was not one of speed at all but merely of avoiding external interruptions. The whole story is an indication of the evils of that grandmotherly rule which has settled like a blanket over the energies of the land.

To-morrow morning, Christmas Day, there will be an annual issue of the *Hongkong Daily Press*. There will be no issue on Wednesday, Boxing Day.

H.E. the Governor informs us that he has telegraphed to London asking on behalf of the Unofficial Member of the Legislative Council (as representing the community) whether the Duke and Duchess of York will visit Hongkong on their way to or from Australia. No reply has yet been received.

The sailing vessel *Benjamin Seawall*, which was ashore at Wan Chai during the late typhoon, and which subsequently took in ballast for Royal Roads, has accepted a timber charter from Singapore to this port.

The Rev. J. H. France desires us to state that donations of Christmas cake, &c., for the annual Seamen's picnic may be sent to the Kowloon Institute. Seasonable gifts in other directions for seamen in harbour will also be thankfully received.

The sale of household properties in Ship Street, comprising six lots, advertised in our columns to have taken place on Saturday afternoon in the auction rooms, Duddell Street, by Mr. George P. Lammett, was withdrawn, the properties not fetching the reserve price.

Messrs. Jardine, Matheson & Co., agents for the China Mutual Steam Navigation Co., inform us that they were on Saturday in receipt of the following telegram from the Agent of the Company at Shanghai:—"Referring to our telegram of December 5th, reconstruction confirmed at a meeting held yesterday."

The tie in the first competition of the Hongkong Gun Club (held on the 16th inst.) was fired on Saturday afternoon. The competitors were H.E. Sir Henry A. Blake and Mr. J. A. Mackay, who had each scored 15 points. The tie resulted in favour of Mr. Mackay, who scored 18 to His Excellency's 9. The prizes were presented by Lady Blake after the decision of the competition.

Mr. J. D. Clark, the founder and editor of the *Shanghai Mercury*, is a passenger for Shanghai by the *Chusan* leaving at noon to-day. He is returning from a holiday trip to America and Europe, and, though he has been forty years in China, is looking forward to resuming his editorial duties. He has purchased new plant, type, and machinery, so we may anticipate an all-round improvement in our northern contemporary.

At the opening of the Blake Pier it was stated that it was proposed to erect a clock-tower on the base of the pier and a roof and shelter for passengers. In the Gazette of Saturday particulars and conditions are published of a competition for these additions to the pier. It will be seen that the tower is to be erected in the centre of the pier's base, and is to be at least 120 feet high. It will contain ladies' and men's waiting rooms. The roof is to extend over the first two sets of steps at each side of the pier. An attendant will live in the tower, which must be designed to take the clock of our existing tower.

At the regular meeting of Victoria Lodge No. 1026 held on Saturday evening, Wor. Bro. E. C. Ray, Deputy District Grand Master, presided and installed Bro. F. D. Goddard as Worshipful Master. Wor. Bro. Goddard then invested his officers as follows:—Bro. J. H. Underwood, Senior Warden; Bro. R. C. Edwards, Junior Warden; S. H. Joseph, Treasurer; Wor. Bro. A. O'D. Gourdin, Secretary; Bros. E. H. Ray, Senior Deacon; J. J. Wollen, Junior Deacon; Wor. Bro. G. T. Lammett, Organist; Bro. W. M. Everall, Inner Guard; A. S. Tuxford, Steward; F. R. C. Surface, Director of Ceremonies; J. B. Grimble, Tyler.

We have received from the Colonial Secretary's Office and also from the Netherlands Consulate-General notifications that the Governor-General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong or having called at this port after the 22nd November, 1900, are subject in Netherlands-India to a quarantine of ten days from the date of departure from this port or since the last case of plague on board. Importation is temporarily prohibited of animal refuse, claws and hoofs, animal or human hair and bristles, hides which are untaimed and which are salted or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port. The importation is also temporarily prohibited from Hongkong into Netherlands-India of tapestry and used embroideries, unless they are transported as personal baggage or in consequence of change of residence.

Mr. Erich Georg says in his Weekly Share List, dated Hongkong, 22nd December:—"The market, during the week under review, has experienced a good many changes, mostly towards higher rates, especially Hongkong and Shanghai Bank shares, Luzon, Docks, Wharves, Hotels, Mills and a few smaller stocks, while China Sugars and Hongkong Lands have ruled easier." Under the head of Mining Shares he says:—"Jelbans have dropped suddenly to 32c. sellers; this is on account of news received from the South to the effect, that an Extraordinary Meeting had been called for the 15th instant, to sanction the issue of 10,000 preference shares of \$5 each for the purpose of providing funds, however, some influential shareholders were going to oppose this, at any rate to try and postpone the question, until the China shareholders could be sounded on the same. It also appears as if a certain section of the Singapore share dealing community was dissatisfied with the present managers and the tardiness shown by them to give the shareholders regular and prompt information about the working and the position of the company."

The French mail of the 10th November was delivered in London on the 20th inst.

It is stated that King Leopold of Belgium has obtained the adhesion of France to the Belgian concession at Tientsin.

A new table has been issued of rates of postage for parcels chargeable at the Post Office in the Colony on and after the 1st prox.

Mr. H. F. X. de Santos Remedios, Civil Engineer, of 31, Wyndham Street, has been elected member of the Lisbon Geographical Society.

The appointment was granted last month of Sir Claude Maxwell MacDonald as Envoy Extraordinary and Minister Plenipotentiary at the Court of the Emperor of Japan.

The Star launch *Evening Star* collided with a junk in the harbour on Friday night. The junk capsized, but the crew were rescued by police pinnace No. 5. The launch suffered considerable damage.

In consequence of the sailing ships *Adolph Oberg* and *Paul Revere* having arrived in harbour several days over their scheduled time, they have both lost what were considered by local shippers to be pretty valuable charters.

The Admiralty announces that the following additional promotions for services in China have been made, to date Nov. 9, 1900:—Lieutenant William B. S. Wrey, to be Commander; Assistant-Paymaster Harry G. Wilson, to be Paymaster.

The new rice crop at Bangkok will be later than was expected, for the first consignment will not be able to leave that port for Hongkong till February next. The large cargo steamer *Anara* has been chartered for five consecutive voyages at 30/35 cents per picul.

The French regiment which was stated in these columns a short time ago to have been held in readiness at Haiphong to occupy Canton in case of need, has received countermanding orders. The expense of keeping these troops on a war-footing with steamers waiting is set at 70,000 francs.

Complaints of the increase of taxation in Tonkin and Cochin-China are as loud as ever, states a correspondent to the *Strait Times*. This time, the extra taxation falls on stamps, registration fees, and mortgage dues. What renders all this the more irritating, the correspondent observes, is that every year sees the burden of the taxation grow heavier.

It is announced from New York that Colonel Thys, the Director of the Congo Railway, has succeeded in negotiating with a group of American financiers who are the holders of a concession to construct a part of the future Hankow-Canton railway, for the cession of that concession to a Belgian Company, which will undertake the construction of the whole line and of the lines depending on it.

Captain G. A. Douglas, R.N., who died at Grotoncottage, Walmer, on Nov. 20, saw much service in the course of a long and distinguished career. He was flag-Lieutenant to Admiral Sir James Hope from 1859-62, and during that time was present at the attack on the Pei-ho forts in 1863, and their capture in 1860, took part in several assaults on fortified towns and stockades, and in 1862 engaged and drove off a mounted party of Taipings, and a large body of infantry near Shanghai. For these services he received the China medal, with the Taku class.

In the course of the debate in the Reichstag on affairs in China, Count von Bülow, in dealing with the prospective value of Kiaochow, said that he had turned up the debate of the House of Commons on the acquisition of Hongkong and had found that the British Ministry of the day was accused of having annexed a wretched rock and a harbour which not even a Chinese junk would ever frequent. To-day the shipping at Hongkong had a tonnage of something like ten or twelve millions. The case of Kiaochow may not be on all fours with Hongkong, but it was a useful argument to silence the depreciation of the German possession in China.

It is stated in naval circles at Portsmouth that the *L. & C. Express* of the 23rd ult. that Admiral Lord Walter Kerr, at present First Sea Lord of the Admiralty, is likely to succeed Vice-Admiral Sir E. H. Seymour in command of the China Station, and colour is lent to this rumour by the fact that this morning Lord Walter Kerr is to visit Portsmouth for the purpose of inspecting *Glory*, which leaves for China on Saturday. The gravity of the situation in China, and the fact that Russia and Germany have officers of superior rank to command their forces, would, it is thought, justify the British Admiralty making such an appointment in place of the selection of Vice-Admiral Sir Harry Rawson.

Leprosy having, it is said, broken out among the French soldiers at Peking and Tientsin, a sort of quasi-official enquiry has elicited the admission that the disease had been caught from the robes, silks, and furs plundered in the houses which belonged to and had been worn by lepers. Whether that be so or not, a correspondent at Saigon writes confirming that view, and states that the costly garments and rich furs brought as spoils of war to Saigon by French soldiers returning from China readily found buyers among the Chinese at that port, but the latter took care not to wear them. Why they would not make use of these highly-prized articles remained a puzzle, adds the correspondent, until news came that leprosy had appeared among the French troops in China.

The Russian Ministry of Marine has announced that for the purpose of increasing the strength of the torpedo flotilla belonging to the Russian Pacific Squadron, twelve new torpedo-boats will be sent out next year to the Far East. These boats will be sent out in sections, which will be put together at Vladivostok and Port Arthur, and they will not be counted among the torpedo-boats at present being built for Russia, which the Ministry of Marine has yet received its intention of sending out to the Far East under steam. A credit vote of \$18,000 rubles will be made to cover the cost of building these twelve projected torpedo-boats.

A general impression exists, says a home contemporary, that Mr. Basil J. P. Guy, the gallant young midshipman of H.M.S. *Barfleur* who has just been awarded the Victoria Cross for conspicuous bravery at Tientsin, is the first naval officer of this rank to be thus honoured. This, however, is by no means the case, for at least two instances of midshipmen earning the same proud distinction are on record. The first of these is that of Mr. E. J. Daniels, who was granted the V.C. for an act of great courage performed under fire during the Crimean campaign. In 1884, a second midshipman, Mr. G. D. Boyce, of H.M.S. *Euryalus*, won a similar honour while on active service in Japan. Both of these young officers died before they rose to the rank for which their gallantry fitted them.

The Star launch *Evening Star* collided with a junk in the harbour on Friday night. The junk capsized, but the crew were rescued by police pinnace No. 5. The launch suffered considerable damage.

A general impression exists, says a home contemporary, that Mr. Basil J. P. Guy, the gallant young midshipman of H.M.S. *Barfleur* who has just been awarded the Victoria Cross for conspicuous bravery at Tientsin, is the first naval officer of this rank to be thus honoured. This, however, is by no means the case, for at least two instances of midshipmen earning the same proud distinction are on record. The first of these is that of Mr. E. J. Daniels, who was granted the V.C. for an act of great courage performed under fire during the Crimean campaign. In 1884, a second midshipman, Mr. G. D. Boyce, of H.M.S. *Euryalus*, won a similar honour while on active service in Japan. Both of these young officers died before they rose to the rank for which their gallantry fitted them.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

LONDON, 21st December, 8.55 p.m.

CHINESE ISSUES RISE ON
CHANGE.

Chinese issues on the Stock Exchange rose from 1½ to 1¾ points in consequence of the agreement between the Powers.

THE WAR IN SOUTH
AFRICA.

LONDON, 22nd December, 8.20 p.m.

MOUNTED TROOPS FOR THE CAPE.

The British Government is sending considerable reinforcements of mounted troops to Lord Kitchener.

GENERAL NEWS.

LONDON, 21st December, 8.55 p.m.

MARTIAL LAW IN CAPE COLONY.

In consequence of Boer raids into Cape Colony, martial law has been proclaimed in twelve towns in the Colony.

THE FRENCH NAVY.

Mr. Lockroy has complained of the inadequacy of the French naval programme, saying that France possessed "a political and electoral, but not a national, fleet."

LONDON, 22nd December, 8.20 p.m.

ZOLA AND THE DREYFUS CASE.

M. Zola, in a letter to President Loubet, says that the Amnesty Law is a shameful affair. The Dreyfus case, he adds, cannot be finally settled until France repairs the injustice done to the prisoner of the Ile du Diable.

OBITUARY.

Count von Blumenthal is dead.

REUTER'S SERVICE.

LONDON, 20th December.

BRITISH SOUTH AFRICA.

A portion of General Knox's force has abandoned the pursuit of De Wet for the purpose of dealing with the new situation, created by the invasion of Cape Colony. Delarey's force is near General Clements' camp, and fighting is believed to be imminent.

LONDON, 21st December.

BRITAIN SOUTH AFRICA.

Owing to the Boer invasion, martial law has been proclaimed in twelve additional districts in Cape

CRICKET.

H.K.C.C. V. ROYAL NAVY.
Though the Naval men were not at full strength, they took on the rest of the Club with characteristic pluck on Friday and Saturday last. It was a great misfortune that Salibury was prevented by last week's mishap from aiding his side, as his bowling and batting would have been invaluable. He helped in the seconer's box instead, we understand. Ainslie and Smith opened for the Club against Franklin's sturdy ones and Salter's expressives, and rendered a good account of their stewardship by making 92 for the first wicket, when Smith had to go for a careful innings of 42, which indicated a return to batting form. The however wicket began to tumble at the will of Thurston and Salter. Ainslie was bowled for a first class display, and not much was done till Mast and Doughty got together. The former was in good form, and hit hard till he was marvellously well caught left hand by Strong in the deep field. For cleverness and sangfroid this catch must rank with the finest made in the colony. Doughty's useful career was closed by a brilliant catch in the slips. Thereafter the scoring was not heavy. A total of 132 after the first wicket had yielded 92 runs was unexpectedly small. The Navy however were true to their traditions of grit and good fielding and accomplished the rare feat in Hongkong of not dropping a catch. Thurston, who replaced Franklin at about 70, was the most successful bowler with 6 wickets for 47 runs. In the quarter of an hour during which the R.N. batted on Friday evening, they lost two wickets, of which one fell to a smart bit of work between Ainslie and the bowler. When the match was resumed at 11.20 on Saturday morning, Orton and Strong made a stand; but Higgon was subsequently too good for both of them. Franklin and Mayhew, the one quietly, the other forcefully, put a better aspect on affairs. The latter was later well held at mid-off, and the former placed his leg in the way after getting a well played 23. Salter, who might have proved dangerous, was cleverly taken behind the sticks before becoming set. His tail not being in form, the innings closed at fifth time for exactly 100. Here we pause to suggest to the committee of the club the advisability of legislating for local requirements as regards closure and the follow on. This question of following on cropped up in this match, but was tactfully never in dispute. With a useful lead of 82, the Club opened a second innings at 1.45 with Wall and Maitland, the heavy artillery of the side. In half an hour they had rattled up 69, when Wall was held at point for a during 23. His successor, Mast, ducked to avoid a high ball which hit the stumps; something was said about his head being more valuable than his side. This was really the only funny incident in the match. Maitland, with Johnson as a partner, kept the field hard at it and did not retire till he had hit up a punishing 67 in his best style: it was just the innings for the occasion. When joined by Gwyther, the R.W.F. stumper buckled to in earnest and put many good strokes into his 33. Upon his being bowled by what looked like a clinker in play and in weight, were no match for their opponents, who, to speak plainly, "make rings round them." True, the *Terrible* were the first to get away, but their visit to Hongkong territory resulted in the ball being sent wide of the mark. Clapham got a pass from Noble, who secured the ball from the goal-kick, but although he managed to defend the forwards and half-back, he got hurried when tackled by Jones, and sent in a wide ball. The game was confirmed to the bluejackets' part of the field, and had only lasted five minutes or so when the ground team opened the scoring, Tullock, from a pass from Bonnar, netting the ball. The goal was a soft one, decidedly soft and might have been avoided had Chambers not run out to intercept Tullock. He was soon afterwards called upon to save a long shot from home, which he did by conceding a corner that the club failed to convert. Danzil and Clements relieved a rather dangerous pressure and manœuvred well up-field. Jenkins tackled and captured the ball, which he centred, and from a scrimmage at Chambers' goal, Tullock was again successful in sending the leather home. At half time the score stood—Hongkong, 2; *Terrible*, 0.

The second was not marked by any difference in play. Hongkong still continued to press, and Woodgates, so far as work was concerned, had an easy time of it as the spectators. Twice had the bluejackets to concede a corner to save their goal. On the second occasion one of the backs caught the ball when it was scarcely rolling in and sent it over the line. Noble, towards the finish of a rather loose, uninteresting game, scored the third goal for the side. The result at the finish was—Hongkong, 3; *Terrible*, 0.

V.E.C. V. H.M.S. "TERRIBLE."
This match was played at Happy Valley on Saturday afternoon, before a good turn-out of spectators. The following were the teams:—

Hongkong—Goal—Woodgates; backs—Jenkins, Pinckney and Russell; half-backs—Jenkins, Bonnar and Howard; forwards—Low, Lee, Noble, Tullock (Capt. R. A.), and Clapham (Lieut. R. G. A.).
H.M.S. *Terrible*—Goal—Chambers; backs—Jones and Butler; half-backs—England, Pushley, and Forbes; forwards—Smith, Pollock, Holden, Danzil, and Clements.

Hongkong set the ball in motion and at the start became apparent that the bluejackets in play and in weight were no match for their opponents, who, to speak plainly, "make rings round them." True, the *Terrible* were the first to get away, but their visit to Hongkong territory resulted in the ball being sent wide of the mark. Clapham got a pass from Noble, who secured the ball from the goal-kick, but although he managed to defend the forwards and half-back, he got hurried when tackled by Jones, and sent in a wide ball. The game was confirmed to the bluejackets' part of the field, and had only lasted five minutes or so when the ground team opened the scoring, Tullock, from a pass from Bonnar, netting the ball. The goal was a soft one, decidedly soft and might have been avoided had Chambers not run out to intercept Tullock. He was soon afterwards called upon to save a long shot from home, which he did by conceding a corner that the club failed to convert. Danzil and Clements relieved a rather dangerous pressure and manœuvred well up-field. Jenkins tackled and captured the ball, which he centred, and from a scrimmage at Chambers' goal, Tullock was again successful in sending the leather home. At half time the score stood—Hongkong, 2; *Terrible*, 0.

The second was not marked by any difference in play. Hongkong still continued to press, and Woodgates, so far as work was concerned, had an easy time of it as the spectators. Twice had the bluejackets to concede a corner to save their goal. On the second occasion one of the backs caught the ball when it was scarcely rolling in and sent it over the line. Noble, towards the finish of a rather loose, uninteresting game, scored the third goal for the side. The result at the finish was—Hongkong, 3; *Terrible*, 0.

By the courtesy of Lt.-Col. Poveysham, D.S.O., and officers, the band of the 3rd M. I. played through an agreeable programme of music on Saturday afternoon.

Appended are the score and analysis.—

THE CLUB. First Innings. Second Innings.
Captain Ainslie, 3rd M. I., b. Thurston..... 35
T. S. McRae, Smith, c. Thurston..... 42
P. Maitland, c. Legard, b. Thurston..... 14
Capt. Wall, I.M.S., c. Mayhew, b. Thurston..... 8
R. B. Johnson, R.W.F., b. Salter, b. Thurston..... 22
Mayhew, b. Salter..... 16
R. B. Johnson, R.W.F., c. Legard, b. Thurston..... 23
Capt. Doughty, R.W.F., c. Thurston, b. Salter..... 15
A. MacKenzie, c. Salter, b. Thurston..... 0
J. A. Higgon, R.W.F., not out..... 4
G. H. Gwyther, R.W.F., not out..... 0
Extras..... 17
Total..... 182 Total (4 wkt.)..... 144

THE NAVY. First Innings. Second Innings.
Lieut. Orton, R.N., c. Wall, b. Higgon..... 10
Mr. Phillips, R.N., b. Higgon..... 23
Lions, Legard, R.N., not out..... 1
(sub) b. Higgon..... 4
Lions, Strong, E.M.L.I., b. Higgon..... 32
Mr. Franklin, R.N., b. Wall, b. Higgon..... 23
b. Smith..... 16
L. Mayhew, R.M.L.I., c. Doughty, b. Higgon..... 0
M. Ainslie, c. Johnson, b. Higgon..... 0
Lieut. Ross, R.N., b. Higgon..... 7
Mr. Thurston, R.N., not out..... 6
Rev. E. Good, R.N., c. Smith, b. Higgon..... 0
It. Philbrick, R.N., c. Gwyther, b. Smith, b. Higgon..... 3
Extras..... 21
Total..... 109

BOWLING ANALYSIS.

THE CLUB. First Innings. Second Innings.
O. M. B. W. O. M. B. W.
Sulter..... 13.2 1 63 3 5.2 0 24 1
Franklin..... 9 2 31 0 6 0 28 1
Strong..... 1 1 47 1 0 0 1 1
Thurston..... 15.2 0 47 6 10 1 52 1
Gibson..... 1 3 0 — — — — —
THE NAVY. First Innings. Second Innings.
O. M. B. W. O. M. B. W.
Sulter..... 22.2 11 42 3 11 2 41 2
Higgon..... 23 5 56 6 16.3 2 66 5
Ainslie..... — — — — — — — —
MacKenzie..... — — — — — — — —

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

THE TRAMWAYS COMPANY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 22nd December.

SIR,—Referring to the letter which has appeared in your columns on the 20th and 22nd inst. signed respectively "Peekite" and "Hills," we notice the former in referring to the possibility of improving the Plantation Road Station says that "it is not impossible and the expense would not be great." As we are, and always have been, very desirous of remedying the defects of this station, we shall be greatly obliged to your correspondent if he will point out any practical manner in which this can be done without stopping the traffic.

With regard to "Hills'" letter, which we are somewhat surprised you should have published, it is so manifestly ridiculous that any comment on it is unnecessary.—Yours, etc.

JOHN D. HUMPHREYS & SON,
General Managers, The Hongkong High-level
Tramways Company, Limited.

[With regard to the letter signed "Hills," it is only necessary to state that the writer is a person of standing in the colony, whose remarks on the subject under discussion we saw no reason for suppressing.—Ed. D. P.]

MOSQUITOES AND MALARIA.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 22nd December.

SIR,—I was very much interested in the letter under above heading and over the signature of "Visitor." It is refreshing to hear the views of a man blessed with commonsense, in contradistinction to the faddists run mad, who, being wretched sciolists, simply spend public money and slay innocent persons to gratify their own propositors and idiotic whims. Is there no authority who can take charge of those eccentric persons and prevent them from making the island a hot-bed of fever in their rage to prove a theory which is so obviously rotten? The mosquito, like the flea or the fly, might, perhaps, under certain circumstances—presuming state of the blood or existence of fetid water in the vicinity—convey poison to the sick or the weak, but I do not believe they carry malaria to the healthy. I have lived in the tropics nearly thirty years and have been bitten by countless mosquitoes, but I have never had fever. The upturning of disintegrated granite and the formation of death traps in the shape of bad drains are, in my opinion, the main causes of fever of all kinds, both malarial and typhoid, in this colony. Another cause for ordinary fever, and that the most common of all, is the rashness of persons—particularly griffins—who will overheat themselves or overtax themselves by exercise down below or by too long indulgence in swimming, and then rush up in the train to the Peak, where they meet with another climate, and then suffer from chill or reaction. If only the public would trust more to commonsense and common preception and pay less attention to silly theories, their health would be greatly benefited.—Yours, etc.

VOX.

HONGKONG COTTON SPINNING,
WEAVING, AND DYEING CO.,
LIMITED.

EXTRAORDINARY GENERAL MEETING.

On Saturday at noon an extraordinary general meeting of shareholders in the above company was held at the offices of the General Managers (Messrs. Jardine, Matheson, and Co.). The Hon. J. J. Keeves presided, and there were also present Hon. C. P. Chater, Hon. R. M. Gray, and Mr. A. Haupt (Directors); Messrs. J. McKee (Secretary), A. Shaw (Manager), T. S. Forrest, J. Y. V. Vernon, E. J. Elias, A. Hee, and Ho U Shang, Chan Nam, Sui Woon, and Chan Kee.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, at the extraordinary meeting of shareholders held on 10th November I concluded my remarks by intimating that, while it was a step I should take with the very greatest reluctance, there appeared absolutely no solution of this company's troubles but to liquidate, and it was then determined to follow the usual procedure to do so. In the meantime, a slightly improved demand for yards led the General Agents to hope that, perhaps by not precipitating matters an improvement in the outlook generally might set in, which would enable them to avoid liquidation and thus safeguard the shareholders' interests. Time will show whether the step was a wise one or not, and in the meanwhile we must just hope that it will prove to have been so, although, of course, there is great uncertainty. While we do not doubt that we are meeting the wishes of shareholders in thus acting, it means that we have to carry a very considerable quantity of yards sold and undelivered, and unsold, also to provide for the cost of cotton supplies, and, in order to conform with our Articles of Association we require increased borrowing powers, and it is for that purpose that this extraordinary general meeting has been called to consider the resolution which I now propose—

"That the following section be substituted for Section 2 of Article XVI., namely:—"2 The General Managers may from time to time advance and lend for the purposes of the company such monies as they may think necessary or desirable, at such rate of interest, and upon such terms as they may think fit, but so that the total amount for the time being so advanced and lent shall not at any one time exceed the sum of two millions of dollars. All advances and loans which up to the date hereof have been made by the General Managers for the purposes of the company a. e. hereby agreed to add confirmed, and shall be deemed to be, and shall be part of and included in the said sum of two millions of dollars, and as security for the said sum of two millions of dollars and every part thereof the General Managers may from time to time mortgage or charge all or any or either or any parts or part of the company's property, lands, stock-in-trade, machinery, goods, chattels and effects."

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

Mr. Vernon seconded, and the motion was carried unanimously.

The CHAIRMAN—There is nothing further to put before you to-day, but another meeting will be called to confirm the resolution which you have just passed, of which due notice will be given.

4 NEW ADVERTISEMENTS

THEATRE ROYAL,
CITY HALL.
TAYLOR-CARRINGTON COMPANY'S
GRAND HOLIDAY SEASIDE,
Commemorating
BOXING NIGHT, 1900,
on which occasion will be produced for the First
time in China the wonderfully successful
Musical Extravaganza
"TONY TOMMY ATKINS."
Played by the T.C. Co. in India over 200 times.
Act I. ENGLAND. Act 2. SOUTH AFRICA.
"TONY TOMMY ATKINS"
Introduced to Hongkong Playgoers—
TONY ATKINS.
GENERAL HORNSFUT.
REV. MR. SMUGFORD.
DRUMMER McSAWSEE.
BUGLER McSEEVEEL.
PRESIDENT STEYN.
KRUGER OOM PAUL.
SERGEANT McSPOOFER.
And
BABES.
THE FRENCH MAID.
LADY CONSTANCE CLIVE,
and
THE GEISHA.
and Vocal Selections from—
OUR LADS IN BLUE, THE DANDY FIFTH,
TOPSY TURVY HOTEL, MESSENGER BOY,
and a number of the refined and only the refined
successes of the London and New York Music
Halls.

THE NEW AND BEAUTIFUL SCENERY,
Painted expressly in Australia by the cele-
brated Artist Mr. JOHN LITTLE, shows—
THE WHITE CLIFFS OF ALBION
and
VIEWS IN SOUTH AFRICA.
Admission Rates—\$3, \$2 and \$1.
Military and Naval men in Uniform half-
rated to Second and Back Seats.
Reserve Plan at the ROBINSON PIANO CO.
Doors Open 8 P.M. Overture 9 o'clock.
Hongkong, 24th December, 1900. [3243]

MASONIC BALL.

A MASONIC BALL will be held in the
CITY HALL on MONDAY, the 4th
February, 1901.
Subscription lists will be found in the Clubs
and leading Stores of the Colony.
For further information apply to the under-
signed.

E. W. MITCHELL,
Hon. Secretary,
15, Queen's Road.
Hongkong, 24th December, 1900. [3242]

THE HONGKONG COTTON SPINNING,
WEAVING & DYEING COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEET-
ING of the Company will be held at the Com-
pany's Office No. 4, Pedder Street, Victoria,
Hongkong, on WEDNESDAY, the 9th
January, 1901, at 11.30 o'clock A.M., when
the abovementioned Resolution which was passed at the
Extraordinary General Meeting of the Com-
pany held on the 22nd December, 1900, will be
submitted for confirmation as a Special Resolution.

RESOLUTION.

That the following Section be substituted for
Section 2 of Article X.VI., namely:

"2.—The General Managers may from time
to time advance and lend for the purposes
of the Company such monies as they may
think necessary or desirable, at such rate of
interest, and upon such terms as they may
think fit, but so that the total amount for
the time being so advanced and lent shall
not at any one time exceed the sum of Two
Millions of Dollars. All advances and
Loans which up to the date hereof have
been made by the General Managers for
the purposes of the Company are hereby
agreed to and confirmed, and shall be
deemed to be, and shall be part of and
included in the said sum of Two Millions
of Dollars, and as security for the said sum
of Two Millions of Dollars and every part
thereof the General Managers may from
time to time mortgage or charge all or any
or either of any parts or part of the
Company's Property, Lands, Stock-in-trade,
Machinery, Goods, Chatels and Effects."

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 24th December, 1900. [3244]

FOR SHANGHAI.

THE Steamship
"ELSE,"
Captain Petersen, will be despatched for the
above port TO-MORROW, the 25th inst., at
4 P.M., instead of as previously noticed.
For Freight, apply to

SIEMSEN & CO.
Hongkong, 22nd December, 1900. [3240]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOATS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship
"MANCHE,"

will be despatched for the above ports on or
about WEDNESDAY, the 26th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd December, 1900. [2]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO,
AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optimal goods will be carried on unless in-
structions are given to the contrary before
NOON, TO-DAY.

Goods not cleared by the 29th instant will be
subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the
Godown and Notice of same sent to this Office
before the 1st prox. or claims in connection
therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 22nd December, 1900. [3241]

NEW ADVERTISEMENTS

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Hasegawa, will be despatched for
the above ports on SUNDAY, the 30th inst.
at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 24th December, 1900. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN."

FROM BOMBAY, COLOMBO, AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—

From London, en s.s. Rome, Parramatta
and Victoria.

From Persian Gulf, ex s.s. Pemba, Moshart
and Jura.

Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godown, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 23rd December, 1900. [1]

CHRISTMAS HOLIDAYS.

THE HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

NOTICE is hereby given that the SIX-
TEENTH ORDINARY GENERAL
MEETING of the SHAREHOLDERS of
the above Company will be held at the Regis-
tered Offices of the Company, 38 & 40 Queen's
Road Central, on THURSDAY, the 27th day of DECEMBER,
1900, at NOON, for the purpose of receiving
the Report of the General Manager
together with a Statement of Accounts for
the year ending 30th November, 1900.

The TRAVELLER'S BOOKS of the Company
will be CLOSED from the 17th to 29th inst.,
both days inclusive.

W. H. GASKELL,
Secretary.

Hongkong, 24th December, 1900. [3110]

PARTICULARS OF THE LOT.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 14th December, 1900. [3137]

THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING CO., LTD.
IN LIQUIDATION.

T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED.

GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA,
LIMITED.

JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency.

L. BERINDOAGUE,
Acting Manager.

For the MERCANTILE BANK OF INDIA,
LIMITED.

J. C. BERGENDAHL,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. BUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK,
H. SCHOTTLAENDER,
Acting Manager.

Hongkong, 10th December, 1900. [3203]

CHRISTMAS HOLIDAYS.

THE UNDERTAKERS INSURANCE OFFICES
will be CLOSED for the transaction of Public
Business TO-DAY (MONDAY), TO-MORROW
(TUESDAY) and WEDNESDAY,
the 24th, 25th and 26th instant respectively.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 14th December, 1900. [3137]

THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING CO., LTD.
INCORPORATED 1899.

THE SECOND GENERAL MEETING
of SHAREHOLDERS in the Company
will be held at the Office of the Company,
No. 14, Des Vaux Road Central, on SATUR-
DAY, 29th of December, at 11.45 A.M., to
receive the Final Statement of Accounts of the
Liquidator.

L. LAMBOTTE,
Liquidator.

Hongkong, 22nd December, 1900. [3233]

TEBRAU PLANTING COMPANY,
LIMITED.

NOTICE is hereby given that the FINAL
CALL of \$1.00 per Share, made PAY-
ABLE at this Office on the 5th October, 1900,
on Shares numbered:

10901-11000
11286-11335
11536-11585
11786-11885
14386-14485

must be Paid to the undersigned at the Office
of the Company, 38 & 40, Queen's Road Central,
Victoria, Hongkong, on or before the 2nd day
of January, 1901; and Notice is also given that
in the event of non-payment of such Call at the
Office of the Company aforesaid, on or before
the said 2nd day of January, 1901, the above-
mentioned Share will be liable to be FOR-
FEITED.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 10th December, 1900. [3204]

R. J. REMEDIOS,
FORIGN AND COLONIAL STAMP
DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent Discount Allowed. [3202]

NOTICE.

ZETLAND LODGE No. 525, E.C.

NOTICE.

A REGULAR MEETING of ZETLAND
LODGE will be held at the FESTNA-
SONS' HALL on THURSDAY, the 27th inst.,
at 5.30 to 6 P.M. precisely. Visiting Brethren
are cordially invited to attend.

Hongkong, 21st December, 1900. [3224]

CHRISTMAS 1900.

THE undersigned is now prepared to
SUPPLY CHRISTMAS CAKES of
the best quality, weighing from 1 to 10 lbs.,
ready on hand, and can be made to order from
10 to 40 lbs. ALSO MINCE-PIES, ASSORTED
CAKES, &c. & c.

DORABEE NOWROJEE,
Proprietor.

Hongkong Bakery,
No. 51, Des Vaux Road.

Hongkong, 11th December, 1900. [3113]

BEKANNTMACHUNG.

Die EINTRAGUNGEN in das Handels-
register der Kaiserlichen Konsulats werden
im Jahre 1901 durch die Zeitungen "Deb
OSTASIAISCHE LLOYD" in Shanghai und
"THE HONGKONG DAILY PRESS" in Hong-
kong veröffentlicht werden.

Swatow, 17. December 1900.

DE KAISELSCHE KONSUL
STREICH.

NOTICE TO CONSIGNEES.

MARIANO GARCIA AMOROS,
CERTIFICATE Teacher of SPANISH
and FRENCH.

Terms on application.

20, ELGIN STREET.

Hongkong, 18th December, 1900. [3191]

DE KAISELSCHE KONSUL
STREICH.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"KANAGAWA

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commissioner Agent.HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.BOARD AND LODGING
THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work
BOOKSELLERS AND STATIONERSW. BEERER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor : 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.THE VICTORIA DISPENSARY.
Chemists and Dispensaries, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.WATKINS, LD. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALER

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Merchants, Haberdashers.
Low Prices ; 37, 39, Wellington Street.SEE WOO,
Tailor, Draper and Outfitter ; 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour : "Sperry's XXX,"
"Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.

WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
Sub-agents Lipton, Ltd.,
8 and 19 D'Aguilar Street.
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.WAH LOONG,
Gold and Silversmith, Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bric-à-brac, Human Hair, Fea-
thers; 88, Queen's Road Central.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.B HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Views, etc. Develop-
ment Works, Amateurs' Requisites.M. MUMAYA, JAPANESE ARTIST.
Bronides and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Macao. Work
done for Amateurs; No. 3a, Queen's
Road Central.YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.H. YERA,
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl., also Wan Chai
Amateur's Requirements a Specialty.HONGKONG
BUSINESS DIRECTORY.

PRINTING

"DAILY PRESS" OFFICE,
Printed by Englishmen.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealers in Chinese, Indian and Japanese
Goods. Silks, Woolen and Cashmere
Shawls, and other Sundry Goods; 4,
D'Aguilar Street, First Floor.WASSIAMULL ASSOMULL,
Wholesalers and Retail Importers, and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Canton
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton. Grasscloth and
Embroideries, Hand-made Silk
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants.
Praya Central, next Hongkong Hotel.BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Sail-
makers and Coal Merchants. Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer-
chants, 144, Des Vieux Road.

MORE & SELMUND,

Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers; 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 88, Queen's Road, Central.YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BUR-JOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.KRUSE & CO.,
Wholesale and Retail Havanas and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents.

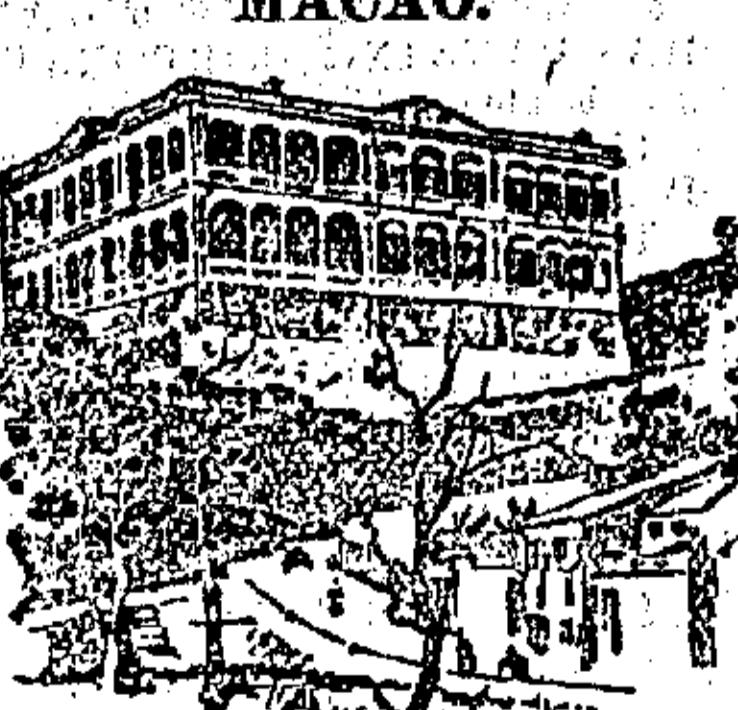
WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anlegana, Manila.CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS, QUEEN'S BUILDINGS.DESIGNS and Specifications prepared for
any class of Steamships. Launches and
light-draught vessels a specialty. Contractors for
the supply and erection of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.TELEGRAMS, "CELESTE," Hongkong;
Telephone, 232.H. F. CARMICHAEL,
B. J. BARLOW.AUTOMATIC MAUSER
PISTOLS.CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong, 3rd October, 1900. [2809]

HOTELS

"BOA VISTA" HOTEL,
MACAO.THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
European Management.MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the Magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 P.M. and Macao at 6 A.M.Connection made by Company's Steamer to
and from Canton.Tourists should not miss the chance of
visiting this famous old City.

For Terms, apply MANAGER.

Telegraphic Address, "Boavista."

RAFFLES HOTEL,
SINGAPORE.

SITUATION UNSUPERPASSED.

THE Finest Hotel in the East. Rooms 4
suite. Every Room with Private Bathroom
attached. Cuisine under two French chefs.
CURRIES A SPECIALITY

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

SARKIES BROTHERS,
Proprietors.

Hongkong, 16th August, 1900. [221]

(ALL RIGHTS RESERVED.)

AFTER THE FAMINE IN INDIA.

BY

THE RIGHT HON. SIR RICHARD
TEMPLE, BART.

(Concluded)

Men wonder how India can possibly survive such misfortunes. But she will. She has done so often before when the misfortunes have been as great or greater, and when the surrounding circumstances have been far less favourable. She has recovered from some famines when there was maladministration in all civil relations, when war was raging, and when revolutions were rampant. From some famines she has recovered amidst what may be called general anarchy. From some famines she has recovered when the State had not the means of affording relief, and when the methods of doing so were not understood. In these times, however, she recovers from famine under favourable circumstances, when the means of communication are perfect, when grain is conveyed from the seaports, abundance of the prosperous districts almost to the doors of the drought-stricken regions, when civil government has reached a high standard of efficiency, when the whole resources of the most highly organized government in the world are applied to the mitigation of distress, and when the administration of famine relief has been reduced to a science. Famines, like other great national emergencies, are to be accepted as the judgments of Providence. However great the affliction caused thereby there will be compensations. Though the expenditure of State funds will be enormous, yet the country is held together. The population is saved in the main. The resources of the State are not materially impaired. The moral effect upon the popular mind is abiding. The natives see their foreign and alien Government put forth efforts to save their lives—efforts which no indigenous government throughout all the ages in India had ever dreamt of, efforts not actually paralleled as yet among any even of the western nations. Among the European officers set over them they have seen real humanity equalled only by that practical capacity in which Anglo-Indian administration has never failed.

A JAPANESE VIEW OF THE
CRISIS.

As regards the prospects of this monsoon there are absolutely no data for the slightest forecast. Still, it is well known that famine years occur in cycles, and of late there has been such a cycle, and this famine is only the successor of another severe one from which the country was beginning to recover with marvellous rapidity when the new evil came on. Our hope must be that the period of famine having lasted fully long will now terminate. In the recovery of the country, the position that this monsoon proves favourable, the only special drawback is the extraordinary loss of cattle. Such loss always occurs in every famine to an extent more or less vast, but in this famine it appears to have attained proportions exceptionally enormous. If the monsoon shall be propitious, if the epidemics which have hung as it were on the flank and rear of the famine relief operations shall pass away—if in consequence the countless local industries shall revive—there are still the sequels, as they are called, of the famine to be anticipated. In some parts of the distressed area much may depend upon the latter rains of October, and on the autumn rains generally, for they must fall if the crops are to flourish. But the time and manner of their falling may greatly affect the health of the inhabitants. They might fall, indeed they have often fallen in such a somewhat lowered physique wherewith to face any depressing ailments which may supervene in the autumn. At the best times the autumnal fever is the bane of life in India. In the autumn succeeding a famine it is likely to be worse than usual. Circumstances differ infinitely in the immense areas affected by the famine, and some parts may be better preserved from the ill consequences of famine than others. But on the whole the prevalence of wasting sickness in many parts is to be anticipated among the after effects of famine.

It is after the extreme crisis of famine is over and past that the benefit of the sum generously subscribed in England and elsewhere for the relief of the sufferers come into play. Though the State expenditure has been unstinted and immense, nevertheless the Government is steward for the people's money, and cannot go beyond the strict necessities of the grave and distressful emergency. This unavoidably leaves a broad margin for private benevolence. Gifts, allowances, small subsidies in a hundred forms can be dispensed in cases where the Government officials might not think themselves justified in affording full assistance. Above all assistance can be given to families broken down by the famine and to orphan children of those who have perished, not perhaps from hunger but from diseases incidental to the great calamity.

Lastly, the public sympathy is generally drawn toward great calamities. The mighty sorrows, the mortal agonies, the incalculable losses, the heart-breaking anxieties, appeal to the imagination.

A HELPLESS CRIPPLE!

N. Bengtson, of Norbore, says:—"For nineteen months I lay a helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 130 lbs., a proof of the terrible pain I had to endure. During all this time, I sought a cure, but after trying everything I heard of, such as amulets, electricity, Turkish Baths, and above all useless physicians. I considered myself incurable, especially so when the last physician told me that he would not accept any more money from me, as the case was beyond the human grasp! At this time I noticed your advertisement in one of the morning papers. I ordered Little's Oriental Balm with very little confidence, but I was surprised after using 2 to 3 bottles. I was greatly improved and the continued use of your wonderful remedy cured me, with the help of God, of Rheumatism.

For my part I shall do all in my power to spread its merits. Sold at Re. 1 per bottle. Agents for Hongkong.—THE VICTORIA DISPENSARY, LTD. No. 144, DES VIEUX ROAD. [221]

Men wonder how India can possibly survive

such misfortunes.

But she will.

She has done

so often before when the misfortunes have been

as great or greater,

and when the surrounding

circumstances have been far less favourable.

She has recovered

from some famines when

there was maladministration in all civil relations,

when war was raging,

and when revolutions

were rampant.

From some famines she has

recovered amidst what

may be called general

anarchy.

From some famines she has

recovered when the

State had not the means

of affording

relief,

and when the methods

of doing so were not

understood.

In these times, however,

she recovers from famine under favourable

circumstances,

when the means of communication are

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Bartram	E. & O. S. N. CO.	On 5th Jan., at Noon.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	RHIMEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd Jan.
BREMEN, VIA PORTS OF CALL	DAEDANUS	Brit. str.	—	Steeves	BUTTERFIELD & SWIRE	On 19th Jan.
MARSEILLES, &c., VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	R. Heintze	MELCHERS & CO.	On 1st Jan., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	OCEANIAN	Fren. str.	—	Schmitz	MESSAGERIES MARITIMES	On 1st Jan., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
HAVRE & HAMBURG VIA COLOMBO	KAMAKURA MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 2nd Jan., at Daylight.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	To-day.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 12th Jan.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Müller	CARLOWITZ & CO.	On or about 5th Feb.
TRISTE, VIA PORTS OF CALL	SIBERIA	Ger. str.	—	Brain	CARLOWITZ & CO.	On 27th inst., P.M.
NEW YORK VIA PORTS AND SUZ CANAL	GISELA	Aust. str.	—	F. Mosca	SANDER, WIELER & CO.	Quick despatch.
NEW YORK	HUDESON	Brit. str.	—	Dodwell	SHEWAN, TOME'S & CO.	On or about 5th Jan.
DEVONSHIRE	R. MORROW	Brit. str.	—	Arnhold	ARNHOLD, KARBERG & CO.	On 16th Jan.
EMPEROR OF CHINA	Douglas	Brit. str.	—	Dodwell	CANADIAN PACIFIC R. CO.	On 28th inst.
VICTORIA	R. Archibald, R.N.E.	Brit. str.	—	Arnhold	PACIFIC MAIL S. S. CO.	On or about 31st inst.
TARTAR	R. Pantor	Brit. str.	—	Karberg	TOYO KISEN KAISHA	On or about 30th inst.
ADATO	G. J. McIntyre	Brit. str.	—	T. M. Stevens & Co.	PACIFIC MAIL S. S. CO.	On or about 10th Jan.
SKARPSNO	Tollefson	Nor. str.	—	Toyo Kisen Kaisha	On 12th Jan., at Noon.	
NIPPON MARU	China	Jap. str.	—	Prinz Heinrich	On 28th inst., at Daylight.	
DORIC	DORIC	Amer. str.	—	O. & S. S. Co.	On 5th Jan., at Noon.	
BORGENHUS	BORGENHUS	Brit. str.	—	BUTTERFIELD & SWIRE	On 30th inst.	
ROSETTA MARU	ROSETTA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.	
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Gibb, Livingston & Co.	On 3rd Jan., at 4 P.M.	
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	Sander, Wieland & Co.	To-day.	
SHANGHAI	MALE VALERIE	Aus. str.	—	C. L. Daniel	P. & O. S. N. CO.	On 6th Jan.
SILANGHAI & JAPAN	CHUSAN	Brit. str.	—	Peterson	MESSAGERIES MARITIMES	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ELSE	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. CO.	To-morrow, at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	JAVA	Fren. str.	—	Holms	MITSUI BUSSAN KAISHA	On or about 26th inst.
SWATOW, AMOY & TAIWANFOO	MANCHE	Fren. str.	—	Nelson	MITSUI BUSSAN KAISHA	On or about 5th Jan.
AMOY, SANHARANG & SOURABAYA	FENINSULAR	Brit. str.	—	Forst	MITSUI BUSSAN KAISHA	On 2nd Jan.
QUANG TCHEAU WAN, & HOIHOW, &c.	AKASHI MARU	Jap. str.	—	Hempel	BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
MANILA VIA AMOY	ANPING MARU	Jap. str.	—	G. T. Blaxland	SHEWAN, TOME'S & CO.	On 26th inst., at Daylight.
MANILA VIA AMOY	TAMSUI MARU	Jap. str.	—	Rolfe	JARDINE, MATHESON & CO.	On 28th inst., at 10 A.M.
MANILA	KWEIYANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	Friday, at 5 P.M.
MANILA	HUE	Fren. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MANILA	ESMERALDA	Brit. str.	—	—	SHEWAN, TOME'S & CO.	On 28th inst., at 4 P.M.
YUNENSANG	YUNENSANG	Brit. str.	—	—	—	On 6th Jan.
ROSETTA MARU	ROSETTA MARU	Jap. str.	—	—	—	—
TAIWAN	TAIWAN	Brit. str.	—	—	—	—

SHIPPING.

ARRIVALS.

Dec. 23, MARIE JESEN, Ger. str., for Saigon.
 Dec. 22, SAMBIA, German str., for Yokohama.
 Dec. 23, VERONA, German str., for Singapore.
 Dec. 23, CHARLES ROGER, Belgian str., for Vladivostock.
 Dec. 21, KANAGAWA MARU, Japanese steamer, 3,823
 John McKenzie, London and Singapore 15th December, General.—NIPPON
 YUSEN KAISHA.
 Dec. 22, CHUNBANG, British str., 1,419, L. A.
 Muir, Java 10th Dec., Sugar.—JARDINE,
 MATTHEWS & CO.
 Dec. 22, SARPEDON, British steamer, 2,828,
 Asquith, Liverpool 7th November and
 Singapore 14th December, General.—
 BUTTERFIELD & SWIRE.
 Dec. 22, ESMERALDA, British str., 966, Black-
 land, Manila 12th December, General.—
 SANDER, WIELER & CO.
 Dec. 22, SARPEDON, British steamer, 2,828,
 Asquith, Liverpool 7th November and
 Singapore 14th December, General.—
 BUTTERFIELD & SWIRE.
 SHIPPING REPORTS.
 The German steamer *Deveronpage*, from Singa-
 pore and Bangkok 14th Dec., had strong to
 moderate monsoon.
 The Japanese steamer *Ariake Maru*, from
 Moji 17th Dec., had moderate N.E. monsoon
 following sea.
 The German steamer *Aragonia*, from Shanghai
 19th Dec., had strong northerly wind and
 cloudy weather.
 The British steamer *Emeralda*, from Manila
 19th Dec., had moderate monsoon and sea, with
 fine and clear weather.
 The British steamer *Calchas*, from Shanghai
 20th Dec., had fresh northerly wind and fine,
 clear weather from port to port.
 The British steamer *Lokang*, from Bangkok
 13th Dec., had strong monsoon and high sea
 sea throughout the voyage.
 The British steamer *Formosa*, from Tamsui
 13th Dec. and Amoy 22nd, had moderate mon-
 souons and fine, clear weather throughout. Vessel
 to Amoy.—H.M.S. *Aragonaut* and H.M.S. *Bur-
 jean*, str. *Fookong*, Cheang Hock Kian, Hong
 Kong and Cheungchew.

VEESSES IN DOCK.
 ABERDEEN DOCKS.—*Wilhelmina*, *Fulwood*,
 KOWLOON DOCKS.—*Tartar*, H.M.S. *Sand-
 piper*, S.M.S. *Weissenburg*, *Tailey*, *Duke of Fife*,
Cosmopolitan Dock.—*Argyll*, *Phraenay*.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 ARAGONIA Capt. Forst. { HAVRE AND HAMBURG VIA COLOMBO } Noon, 24th December. Freight.
 (London with transhipment in Hamburg)

WITTENBERG Capt. Hempel. { HAVRE & HAMBURG } About 30th December. Freight.

SAMBIA Capt. Schmidt. { HAVRE & HAMBURG } About 12th Jan., 1901. Freight.

SILESIA Capt. Müller. { HAVRE & HAMBURG } About 22nd Jan., 1901. Freight and Passage.

*SIBIRIA Capt. Braun. { HAVRE & HAMBURG } About 5th Feb., 1901. Freight and Passage.

*These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST. Hongkong, 17th December, 1900.

[13]

NOT RESPONSIBLE FOR DEBTS.
 Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ADOLPH OBER, American ship, Amesbury.—
 STANDARD OIL CO.

DUKE OF FIFE, British str. Cox.—DODWELL & CO., Limited.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
 THE Company's Steamship.

*ESMERALDA.

Captain Blaxland, will be despatched as above
 TO-DAY, the 24th inst., at 5 P.M.

This Steamer has superior accommodation
 for Passengers and is fitted throughout with
 the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SANDEE, WIELER & CO., Agents.

Hongkong, 17th December, 1900.

[6]

COMPAGNIE DE NAVIGATION
 TONKINOISE.

FOR QUANG TCHEAU WAN, HOIHOW,
 PAKHOI AND HAIPHONG.

(Taking Cargo at through Rates for HANOI,
 NAM-DINH, DAP-CAU, VINH, YEN-BAY,

LAOKAY and other Provinces
 of TONKIN.)

The Steamship

"MARIE VALERIE,"

will leave for the above places TO-DAY, the

24th inst., P.M.

For Freight or Passage, apply to

SANDEE, WIELER & CO., Agents.

Hongkong, 17th December, 1900.

[10]

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.
 INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Pantor	December 28
QUEEN ADELAIDE	2,832	F. McNair	January 4
GOODWIN	4,421	A. Jackson	January 13
OLYMPIA	2,837	J. Truebridge	February 1

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, Doctor and Stewardess carried.

Passenger to EUROPE may proceed by one of the FIVE-CLASS ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental

trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night;

TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLDYKYE GOLD FIELDS. Frequent Sailings from VICTORIA

and TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED.

Hongkong, 21st December, 1900.

[10]

PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON
 REMARKS.

SHANGHAI { CHUSAN { Noon, 24th Dec. Freight or Passage.

SHANGHAI AND JAPAN { JAYA { About 2

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAIWANFOO.

THE Company's Steamship

"ANPING MARU"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 26th
December, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 12th December, 1900. [1443]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR AMOY, SAMARANG AND
SOURABAYA.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above
on WEDNESDAY, the 26th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st December, 1900. [3228]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUZU,
PORT SAID, FIUME AND TRIESTE
(Taking Cargo at through route to the BRASIL,
to SOUTH AFRICA, CALCUTTA, MADRAS,
PERSIAN GULF, IEDD SEA, BLACK
SEA, LEVANT, MALTA, VENICE
and ADRIATIC PORTS).

THE Company's Steamship

"GISELA,"
Captain F. Mosca, will be despatched as above
on THURSDAY, the 27th inst., at 4 P.M.
Silk and Valuables are transhipped on arrival
at Bombay into an accelerated liner.
For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.
Hongkong, 19th December, 1900. [6]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSEN,"
Captain Rolfe, will be despatched as above on
THURSDAY, the 27th inst., at 4 P.M.

This steamer has superior accommodation for
First Class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATTHESON & CO.,
General Managers.
Hongkong, 22nd December, 1900. [3238]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU"
(3,411 tons gross, will be despatched for the
above port on FRIDAY, the 28th instant, at
4 P.M.

This Mail steamer is provided with superior
accommodation and with all modern fittings
and improvements for the safety and comfort
of Passengers. Doctor and Stewardess carried.
Return tickets issued by this Company are
available for return by steamer of the other
Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 20th December, 1900. [3219]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, CAPE, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Company's Steamship

"BENGAL,"
Captain S. Barham, carrying Her Majesty's
Mails, will be despatched from this for BOMBA
on SATURDAY, the 5th January, at NOON,
taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 24th December, 1900. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE,"
will be despatched for the above port on or
about the 5th January, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st December, 1900. [2888]

FOR PORTLAND (ORE.) U.S.A.

Booking Cargo for SAN FRANCISCO, CAL. and
OVERLAND COMMON POINTS OF the
UNITED STATES by Connecting
Railroads.

THE Norwegian First Class Steamer

"SKARPSNO,"
Captain Tollefson, will be despatched on or
about the 10th January, 1901.

This steamer will be followed about the end
of January by

The A.I. Steamship
"MONMOUTHSHIRE,"
Capt. Kennedy.

"INDRAVELLI."

For Freight or Passage, apply to
T. M. STEVENS & CO.,
4, Duddell Street,
Agents.
Hongkong, 21st December, 1900. [3226]

VESSELS ON THE BERTH

U.S. MAIL LINE

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai), Nagasaki, Kobe, In-
land Sea, Yokohama, at NOON.
Honolulu)

TUESDAY, Dec. 22,
11, Kobe, Inland Sea,
Yokohama and Honolulu)

CITY OF PEKING (via
Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama, at NOON.
Honolulu)

TUESDAY, Jan. 22,
11, Kobe, Inland Sea,
Yokohama and Honolulu)

THE Company's Steamship "CHINA"

will be despatched for SAN FRANCISCO,
VIA SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU on FEIDAY, the 23rd December,
at NOON.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 21st December, 1900. [14]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSELLA, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,

ALSO PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 31st December, 1900,
at 1 P.M., the Company's Steamship
"OCEANIUM" Captain Schmitz, with Mails,
Passengers' Specie and Cargo, will leave this
port for MARSEILLE via BOMBEY.

This Steamer connects at COLOMBO with the
a.s. Ville de la Ciotat, which sailed taken
on her Passengers and Mails, leaving that port
on the 12th January, 1901, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 30th
December; (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 18th December, 1900. [2]

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MAE (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yo-
kohama, and Honolulu)

SATURDAY, Jan. 12,
1901, at NOON.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA,
JAPAN AND EUROPE VIA CANADA
AND THE UNITED STATES.

THE Company's Steamship

"TARTAR,"
Captain G. D. Bowles, R.N.R., will leave
Hongkong on or about MONDAY, the 31st
December, 1900.

For VICTORIA and VANCOUVER, B.C.
(VIA INLAND SEA, KOBE and YOKO-
HAMA).

Making close connection at Vancouver with the
Canadian Pacific Railway for all points in
Eastern Canada, the United States and Europe.

For Freight or Passage, apply to

D. E. BROWN,
General Agent, Hongkong.
Hongkong, 19th December, 1900. [3108]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"ADATO,"
2145, Captain J. McIntyre, will be despatched
or about 30th Dec., for PORTLAND (ORE.)

and SAN FRANCISCO, the 5th January, at NOON,
taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 24th December, 1900. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE,"
will be despatched for the above port on or
about the 5th January, 1901.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st December, 1900. [2888]

FOR PORTLAND (ORE.) U.S.A.

Booking Cargo for SAN FRANCISCO, CAL. and

OVERLAND COMMON POINTS OF the

UNITED STATES by Connecting
Railroads.

THE Norwegian First Class Steamer

"SKARPSNO,"
Captain Tollefson, will be despatched on or
about the 10th January, 1901.

This steamer will be followed about the end
of January by

The A.I. Steamship
"MONMOUTHSHIRE,"
Capt. Kennedy.

"INDRAVELLI."

For Freight or Passage, apply to

T. M. STEVENS & CO.,
4, Duddell Street,
Agents.
Hongkong, 21st December, 1900. [3226]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with Indo-

CHINA SHIP NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailing from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897. [3226]

VESSELS ON THE BERTH

U.S. MAIL LINE

PACIFIC MAIL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHISON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

POST OFFICE NOTICES.

CHRISTMAS HOLIDAYS.—The Post Office will be closed to-day, the 24th inst., Tuesday (Christmas Day), and Wednesday, the 25th inst., except from 8 to 9 a.m. Correspondence for the Peak and Kowloon may be posted up to 9 a.m. The Night Box will be kept open.

For the purpose of delivering Xmas parcels coming by the ss. *Chusan*, the Registration Branch will be kept open on Monday, the 24th inst., until noon.

The Money Order Office will be entirely closed on those days.

The *Doric*, with the American Mail of the 28th ult., left Yokohama on Wednesday, the 19th inst., at daylight, and may be expected here on or about Thursday, the 27th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Shanghai	Monday, 24th, 9.00 A.M.	
Hainan	Monday, 24th, 9.00 A.M.	
Bangkok	Tuesday, 25th, 9.00 A.M.	
Macau	Tuesday, 25th, 9.00 A.M.	
Canton	Tuesday, 25th, 9.00 A.M.	
Kumamuk and Samshui	Tuesday, 25th, 9.00 A.M.	
Saigon	Tuesday, 25th, 9.00 A.M.	
Swatow, Amoy and Taiwanfoo	Tuesday, 25th, 9.00 A.M.	
Singapore	Tuesday, 25th, 9.00 A.M.	
Macao	Tuesday, 25th, 9.00 A.M.	
Canton	Wednesday, 26th, 9.00 A.M.	
Quing Tschow Wan, Hochoi, Pakhoi, and Haiphong	Wednesday, 26th, 9.00 A.M.	
Amoy and Manila	Wednesday, 26th, 9.00 A.M.	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)	
Kobe, Yokohama, San Diego and San Francisco	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	

EUROPE, &c., India via Tuticorin	Thursday, 27th, 3.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	
EUROPE, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
EUROPE, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
EUROPE, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

EUROPE, &c., India via Tuticorin	Friday, 28th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail.)	
Manila Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	(A Supplementary mail will be closed on Sunday, 6th January, at 9 a.m.)
EUROPE, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
EUROPE, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

EUROPE, &c., India via Tuticorin	Saturday, 29th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	
EUROPE, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
EUROPE, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)
EUROPE, &c., India via Tuticorin	(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

TO-DAY.	Meeting of the Panjim Mining Co., 3 p.m.
COMMERCIAL.	

CLOSING QUOTATIONS.	SATURDAY, 22nd December.
ON LONDON.—	
Telegraphic Transfer	2/0/-
Bank Bills, on demand	2/0/-
Bank Bills, at 30 days' sight	2/1/-
Bank Bills, at 4 months' sight	2/1/-
Credits, at 4 months' sight	2/1/-
Documentary Bills, 4 months' sight/2/1/-	
ON PARIS.—	
Bank Bills, on demand	2/0/-
Credits, at 4 months' sight	2/0/-
ON GERMANY.—	
On demand	2/12
ON NEW YORK.—	
Bank Bills, on demand	50/-
Credits, 60 days' sight	51/-
ON BOMBAY.—	
Telegraphic Transfer	154/-
Bank, on demand	154/-
ON CALCUTTA.—	
Telegraphic Transfer	154/-
Bank, on demand	154/-
ON SHANGHAI.—	
Bank, at sight	71/-
Private, 30 days' sight	72/-
ON YOKOHAMA.—	
On demand	2 p.c. dis.
ON MANILA.—	
On demand	1 p.c. dis.
ON SINGAPORE.—	
On demand	3 p.c. pm.
ON BATAVIA.—	
On demand	124/-
ON HONGKONG.—	
On demand	2 p.m. pm.
ON SAIGON.—	
On demand	1 p.c. pm.
ON BANGKOK.—	
On demand	60
SOVEREIGN, Bank's Buying Rate	2.54
GOLD LEAF, 100 fine, per tael	39.75
MAR SILVER, per oz	29/-

OPUM.	Allowee net, to 1 catty.
Matwa New	\$800 to \$810 per picul.
Matwa Old	\$820 to \$830 "
Matwa Old	\$810 to "
P. Paper-wrapped	\$550 to "
Persian fine-quality	\$870 to \$920
Persian extra fine	" to "
Patna New	\$877/- to " per chest.
Patna Old	" to "
Benares New	\$875 to "
Benares Old	" to "

VESSELS EXPECTED.

THE INDIAN MAIL.	
The Indo-China steamer <i>Chelyura</i> , from Calcutta and Straits, left Singapore for this port on Tuesday, 18th inst., at 5 p.m.	
THE AMERICAN MAIL.	
The O. & O. steamer <i>Doric</i> , with mails, &c., from San Francisco to the 28th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 29th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.	
THE GERMAN MAIL.	
The Imperial German Mail steamer <i>Preussen</i> , carrying the German mails with dates from Berlin of the 26th inst., left Colombo on Saturday, the 13th inst., p.m., and may be expected here on or about Wednesday, the 26th inst.	
THE CANADIAN MAIL.	
The C.P.R. steamer <i>Empress of China</i> arrived at Kobe at 6.30 p.m. on Thursday, the 20th inst., and left again at midnight same day for Shanghai, where she was due to arrive at 2 a.m. to-day, the 24th inst.	
MERCHANT STEAMERS.	
The P. & O. steamer <i>Java</i> left Singapore for this port on the 17th inst. at 1 p.m.	
The C. & O. steamer <i>Bergenius</i> left Moji on the 16th inst. for Hongkong, and is due here on the 24th inst.	

ON SALE.

“ MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN.”	
Being a Lecture by CAPTAIN PERCY SCOTT, R.N.C.E.,	
and	
CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. <i>Terrible</i>).	

ON SALE.

“ MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN.”	
Being a Lecture by CAPTAIN PERCY SCOTT, R.N.C.E.,	
and	
CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. <i>Terrible</i>).	

ON SALE.

“ MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN.”	
Being a Lecture by CAPTAIN PERCY SCOTT, R.N.C.E.,	
and	
CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. <i>Terrible</i>).	

ON SALE.

“ MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN.”	
Being a Lecture by CAPTAIN PERCY SCOTT, R.N.C.E.,	
and	
CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. <i>Terrible</i>).	

ON SALE.

“ MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN.”	
Being a Lecture by CAPTAIN PERCY SCOTT, R.N.C.E.,	
and	
CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. <i>Terrible</i>).	

ON SALE.

“ MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN.”	
Being a Lecture by CAPTAIN PERCY SCOTT, R.N.C.E.,	
and	
CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. <i>Terrible</i>).	

ON SALE.

“ MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN.”	